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ASSOCIATION OF
AMERICAN RAILROADS
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WASHINGTON, November 29 -- Freight traffic on major U.S. railroads during the week ended November 24 totaled an estimated 15.2 billion ton-miles, 0.8 percent above the corresponding week a year ago, the Association of American Railroads reported today. Both weeks included the Thanksgiving Day holiday.

Cumulative volume for the first 47 weeks of 1979 was an estimated 813 billion ton-miles, 5.0 percent above the comparable period of last year.

Carloadings in the week ended November 24 totaled 403,344 cars, 2.9 percent below 1978, and 13.2 percent lower than the preceding non-holiday week of this year. Compared with last year, loadings were up 3.3 percent in the West, but down 12.8 percent in the East, and 0.1 percent in the South.

Compared with the corresponding week of 1978, 16 of the 21 commodity groups were down. Of the five remaining, grain registered the largest increase, up 8,308 cars, or 37.2 percent, while nonmetallic minerals and metallic ores were up 17.1 percent and 4.1 percent respectively. Coal loadings were down 1.0 percent from 1978. Twenty of the 21 groups were down from the preceding non-holiday week of this year.

Piggyback

The AAR also reported that piggyback revenue freight traffic on major railroads for the week ended November 17 totaled 36,396 cars, down 3.1 percent from the corresponding week of 1978, and 64,081 trailers and/or containers, 0.7 percent lower than last year.

The cumulative volume of TOFC/COFC traffic for the first 46 weeks of the year was 1,660,578, 1.6 percent higher than last year, and 2,931,335 trailers and/or containers, up 3.8 percent.

(more)

Following are carloadings of major railroads, by commodity groups, for the week ended 11/24.[1]

	Loadings in Week ended November 24, 1979		Change from Corresponding Week 1978			Change from Preceding Week	
	Cars		Cars	Percent		Cars	Percent
Grain	30,624	I	8,308	37.2	D	1,468	4.6
Other farm products	5,792	D	16	0.3	D	653	10.1
Metallic ores	32,891	I	1,286	4.1	I	2,213	7.2
Coal	97,074	D	989	1.0	D	10,755	10.0
Crushed stone, gravel and sand	12,621	D	2,138	14.5	D	4,103	24.5
Nonmetallic minerals	14,180	I	2,066	17.1	D	636	4.3
Grain mill products	15,673	D	620	3.8	D	3,021	16.2
Food and kindred products	15,596	D	571	3.5	D	3,068	16.4
Primary forest products	16,513	I	197	1.2	D	4,500	21.4
Lumber and wood products except furniture	7,898	D	1,398	15.0	D	2,620	24.9
Pulp, paper and allied products	20,118	I	621	3.2	D	1,360	6.3
Chemicals and allied products	23,790	D	671	2.7	D	3,972	14.3
Petroleum products	4,987	D	500	9.1	D	719	12.6
Stone, clay and glass products	14,858	D	1,575	9.6	D	2,698	15.4
Coke	5,708	D	1,909	25.1	D	269	4.5
Metals and products	14,756	D	3,087	17.3	D	2,424	14.1
Motor vehicles and equipment	14,308	D	7,418	34.1	D	5,660	28.3
Waste and scrap materials	10,816	D	951	8.1	D	3,098	22.3
Forwarder and shipper association traffic	9,328	D	832	8.2	D	3,176	25.4
All other carloads	35,519	D	1,799	4.8	D	9,253	20.7
LCL traffic	294	D	57	16.2	D	89	23.2
Total Cars Loaded	403,344	D	12,053	2.9	D	61,329	13.2
Corresponding week of 1978	415,397						

	1979	1978	% Change	
Total Cars Loaded (47 weeks)	21,714,169	21,133,442	I	2.7
Estimated revenue ton-miles (in billions):				
46 weeks cumulative	798.2	759.4	I	5.1
Week ended November 24	15.2	15.1	I	0.8
47 weeks cumulative	813.4	774.5	I	5.0

[1] The figures above include 12 railroads no longer considered Class I roads when the qualifying requirement for Class I companies was raised by the ICC from $10 million to $50 million in annual operating revenues as of January 1, 1978.

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